

AUSTRALIAN

UFO

BULLETIN



THE VICTORIAN U.F.O. RESEARCH SOCIETY

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Comments on the Cook Strait Flap by Paul Norman.

By this time most members will have noted the press reports on the Radar-Visual-Photo series of events in New Zealand.

Perhaps the Cook Strait Flap has done more to make Ufologists out of newsmen and clowns out of scientists than any other event in U.F.O. history.

No less than sixteen "explanations" have come from the scientific community. As usual, orthodox academics were snarling at the Ufologists for investigating and frowning on the press for printing news about mystery objects which they, the sceptics, could not recognize.

Meanwhile, following close on the heels of the Bass Strait Flap, the UFO's were grinding the sacred cow of orthodox science into hamburger.

One of the most amusing suggestions came from an ornithologist..."Mutton birds flying inland for mating". If true, it should have been a great day for students of ornithology because it was the first recorded appearance of supersonic mutton birds, which were for some unknown reason in great haste to get on with the job. Clocked at five miles per second, this strong species of sea gull would surely have been equipped with asbestos feathers.

Students of astronomy also, were in line for a great discovery; the revelation came from non other than British astronomer Sir Bernard Lovell. Those speeding, manoeuvring and hovering objects were "meteorites which failed to burn up on entering the earth's atmosphere". Acceptance of this startling theory would probably depend on the extent of mental blocks implanted in the minds of students.

In Australia and New Zealand, astronomers were insisting that the planets were responsible for this mass encounter with UFO's. Although these astronomers were closer to the scene of action than Sir Bernard, their knowledge of radar was millions of miles out of range.

From Sydney, an amateur astronomer claimed he had made a discovery which would put the Ufologists out of business. He said his line-scan analyser had picked up the largest moons of Jupiter. This "discovery" turned out to be about as accurate as a prediction from tea leaf readings left in a cup.

A housewife near the Clarence River was sure the objects were reflections from the leaves in her cabbage patch. She said "I've got nearly a quarter of an acre of them. They are big beauties and their leaves shine in the moonlight. I reckon what all these chappies are seeing are my cabbages reflecting off the clouds or something".

Another "bright spark" revealed his ignorance of solid UFO cases by throwing two saucepan lids off the Sydney Harbour Bridge to be photographed by a friend, as if that simple demonstration solved for all time the problem of UFO's.

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Norwegian Aerospace expert Erik Tawdberg was sure that what the TV film team most likely saw in their cameras was simple ball lightning, but farmer John Acklan, near the Clarence River area said it didn't explain why his crop of peas were flattened. He said that a large patch of his paddock of peas was flattened in a circular pattern measuring about 4 metres across. Some sceptics said these depressions were caused by unauthorised helicopters out hunting deer. Just why such helicopters would be hunting deer out in Cook Strait was not mentioned.

Supersonic swarms of insects too got into the act. Two researchers who work for a U.S. Government laboratory said "light can be generated by placing the insects in an electric field. The spruce budworm moth can swarm in clouds as big as 100 Km long and 25 Km wide. The light from such a large swarm might have been mistaken for UFO's.

Past observations have revealed that when many sceptics have suddenly realized UFO's are real they immediately enter a transitory state of blaming them on the Russians, Americans, Germans, etc. Consequently, experienced Ufologists began to listen for the secret weapon theory. They had not long to wait. The expected "explanation" came from a former RAF research specialist... "Americans could be testing the latest electronic counter-surveillance equipment on civil aircraft and radar". This statement could have been plausible if it was not that similar encounters had taken place long before the day of remote controlled drone decoys such as the Washington D.C. flap of 1952, only on that occasion no TV crew was in the area. Ufologists are grateful that the New Zealand film did not fall into the hands of officialdom although it could finally follow the trail of confiscation and wind up behind the paper curtain of censorship, after a period of debunking activity.

The official debunking by the Royal New Zealand Air Force, will, no doubt, go down in history as the greatest fish story ever told. The reports were "caused by lights on Japanese squid boats". A more logical explanation should have been chasing flying fish at 10,000 feet!

Veteran Ufologists find another amusing pattern during their investigations of UFO reports over the years. They have noted the difference between the eyesight of civilian pilots versus the eyesight of military pilots. When civilian aircraft are vectored into the proximity of UFO's, the objects are not only seen but photographed. On the other hand, pilots of military aircraft go aloft wearing official blinkers which prevent them sighting the forbidden UFO's while back at official headquarters spokesmen continue to sound like cracked phonograph records as they follow obsolete debunking orders.

Meanwhile, the ridiculed Ufologists are the only people, outside of officialdom, doing anything to investigate and analyse the reports and photos. As this Bulletin goes to press, Channol O has followed the suggestion of VUFORS advisors and has placed the film into competent hands where it will not only be analysed by the most advanced techniques but the results will be available to the general public as well.

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Dr. Bruce Maccabee, an optical physicist, who is in charge of the investigations, is also on record as campaigning against government secrecy on UFO's, in the United States.

The Channel O film has created much interest among that small percentage of scientists actually involved in UFO investigations. VUFORS Ufologists met with Dr. Maccabee during his visit in Melbourne. Already, it is known that the light intensity on the film is too great for a reflection of any type. The angle of measurements also coincide with the speed as clocked by Wellington radar. Some frames show a glowing triangle about the size of a house. Other frames show an oval shape complete with dome-like appearance of the conventional UFO.

Digital computerised enhancements are expected to be issued for publication at the press conference in Washington on 26th March....watch your daily newspapers, especially "The Australian" and hope that the analysis will not be squashed by officialdom.

NOTE :-

Dr. Maccabee's papers on UFO Related Information from the F.B.I. File were published in The UFO Investigator, official publication of the National Investigations Committee on Aerial Phenomena, 1 Bank Street, Gaithersburg, MD. 20760. U.S.A.

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THE COOK STRAIT FLAP

NIGHT OF THE UFO's SIGNALS START OF A GREAT SPACE CHASE - by Barrie Watts, as reported in

"The Australian" 3rd Jan.1979.

Late on a clear, calm night 13 days ago the crew of a lumbering Argosy freight plane saw a brilliant airborne object as they crossed the north-east corner of New Zealand's South Island. It was moving slowly beneath at low altitude over the Clarence River.

A few kilometres away, at Blenheim Airport, a flight service operator saw five lights in the sky near the Clarence River area.

So did a Royal New Zealand Air Force officer at the Neighboring Woodbourne air base.

Both phoned reports of the sightings to the regional radar control centre in Wellington, across the Cook Strait, on the southern tip of the North Island. The radar operators picked up five objects clearly on their screens. They watched them move off the coast east of the Clarence, staying within a rough quadrant measuring about 16 km.

That was the beginning of a four-hour surveillance.

Buzzed...

Before the night was out multiple UFO sightings were confirmed by two Argosy crews and radar operators in major cities. And one of the big, four-engined Argosy freighters operated on frequent night flights by SAFE-Air Ltd had been tracked by a single UFO and buzzed by another. The early hours of Friday, 21st December, began routinely. In Wellington, senior radar controller John Cordy, 45 and precision talkdown controller Andy Herd, 25, were awaiting the arrival of an Air New Zealand DC-8.

In Blenheim, Argosy 1 took off about midnight, and headed south on a dog-leg route which would take it out to sea and down to Christchurch.

It was still over land, droning toward the coast at about 220 knots when the first UFO appeared below. To Captain John Randle, 45 and First Officer Keith Heine, 32, it looked to be "quite large" and travelling slowly.

"It was giving off an intense white light, too powerful to be a vehicle's headlamps" Captain Randle said. "Besides, it was airborne. Its light was very intense and I could see land features lit up underneath it as it passed. I thought I could recognise parts of a property I knew in that area". Randle and Heine were only mildly curious. They flew on without making a radio report.

Soon after, radar men Cordy and Herd in Wellington were alerted by Blenheim and told of the five lights in the Clarence area.

"The radar echoes on our screens were very strong. We observed them for some time, then called the radar controllers in Christchurch. They picked them up too. The echoes had travelled off the coast and were moving about in a 16 km quadrant over the sea. Nobody was terribly excited, because occasionally radar does register some odd things. But as a matter of course we kept the surveillance going and continued to get a confirmed correlation - a fix - on their position from Christchurch control. We all joked about it for awhile".

Then it was no longer a joke. At 3 am Wellington radar got another large echo just 48 km south-east of the city.

"It appeared to hover there for some time", Mr. Cordy said. "Abruptly it moved at 120 knots to a point 80 km south-east and stayed there at least 30 minutes."

Meanwhile the five others were still moving around within their quadrant. And suddenly one more showed up, inland. About 3.30 am Argosy 2 took off from Blenheim, flying the same dog-leg to Christchurch as Argosy 1 had done. Mr. Cordy radioed Argosy 2's crew, Captain Vern Powell, 55 and First Officer Ian Pirie, 31, when they were 2000m up and climbing to their cruising altitude of 3200m.

Captain Powell said: "Wellington asked if we could get a visual sighting of an object producing radar echoes 20km to starboard. We couldn't see a thing".

Shot Across...

"Then within a matter of seconds, we were hurriedly asked to check for a sighting 40km to port. Evidently, whatever it was had shot across to that position. Pirie spotted it first, above us and to our left. It was bright white, with an intermittent reddish tinge - not actually pulsating, but changing back and forth noticeably. We approached to within several kilometres according to our own weather radar and levelled off at 3200 metres, remaining on course. But as we picked up speed the light remained in the same position relative to us. Wellington said it had been hovering till we caught up with it, almost as if it were waiting. We kept it in view easily. I said it seemed to be keeping pace with us and Wellington said it was. It would disappear into bits of cloud and emerge again, bright as ever. I've been flying since 1944 and I know a star or a planet when I see one. This wasn't anything I've seen before".

Wellington didn't order Captain Powell to take a closer look.

"We considered it", Mr. Cordy said, "but we're authorised to request a flight diversion only on search and rescue operations - because someone has to pay the costs involved. "

But Mr. Cordy's radar echoes were so pronounced that he was able - from his 26 years of experience, including intensive RAF training in Europe - to estimate the size of all the objects he was picking up.

"They were at least as big and as solid as the Argosy and that's a pretty big plane", he said.

Captain Powell & First Officer Pirie watched the light alongside them for probably 10 or 12 minutes. Then Argosy 2 reached its dog-leg turn and altered course 60 degrees to starboard. The object lagged behind and vanished. Soon after, Wellington lost it from the screens. But as Argosy 2 approached Christchurch its weather radar registered an object streaking across its flight path.

Captain Powell said: "We got a visual sighting as it passed. It was a bright, flashing white light, almost like a strobe. It shot past our bow at breakneck pace - about 24 kilometres in five seconds".

That's a speed of better than 17,000 kilometres an hour.

"Then the object turned sharp right and disappeared".

Christchurch radar's sweep has a blind spot 40 km seaward from the city, at the point where Captain Powell and Mr. Pirie said they were buzzed. It remains an unconfirmed sighting.

Argosy 1 had since taken off from Christchurch and was heading for Auckland, at the top of the North Island, on a direct route which took the plane up the South Island's east coast. It had already passed Argosy 2 when Wellington radar control asked Captain Randle and First Officer Heine to watch for any of the unidentified lights. At first they saw nothing. Then they spotted the five objects still offshore from the Clarence River area.

Mr. Cordy said: "Captain Randle radioed that he was turning around to have a better look. He reported, 'Yes, we can see them...they're white tinged with amber ...passing 16 kilometres south of us...they're reflected on the water...definitely not distress flares...estimate 150 metres above the sea'. We all got a lot more excited. Argosy 1 completed an orbit above the objects before it returned to its course north.

Captain Randle said: "We had picked them up at about 50 kilometres range. I've been flying for 28 years and I'm keeping an open mind about all this. I've never seen anything that couldn't be rationally explained".

RADAR TRACKS UFO 'FLEETS' ... MELBOURNE 'HERALD' 1 Jan. '79

TWO SETS OF UNIDENTIFIED FLYING OBJECTS HAVE BEEN TRACKED BY RADAR OVER NEW ZEALAND IN 24 HOURS.

* A film crew in a plane saw 25 oval-shaped unidentified flying objects over New Zealand on Saturday night, at least one of which was confirmed by Wellington radar.

* Last night - according to the pilot of the flight - Wellington Airport picked up 11 more unidentified blips on its radar.

Film taken on the flight was developed in Melbourne early today and will be shown on Channel 0 news at 6 pm tonight.

Close-up...

The film clearly shows a number of objects in the sky and dramatic shots, in close-up, of one of them. The object is oval and looks almost like a planet. It clearly has something resembling a dome on the top and there are three distinct bright orange rings around it. At one stage, the film records a message from Wellington radar reporting that an object is following the aircraft at a distance of about a mile. In the commentary, the B.B.C.'s correspondent in Melbourne, John Thorn, describes the object as being about 30 metres long. In the report, Channel 0 reporter Quentin Fogarty - who organised the flight - said in an interview that he was "scared stiff". He said he had the feeling that the aircraft had intruded on the object's air space.

"I think they knew we were there and that we were filming them", he said.

Mr. Fogarty was holidaying in New Zealand when he heard a report that a New Zealand air-line captain reported strange objects over Cook Strait, on 21st December. He hired a Wellington film crew and decided to recreate the flight with the pilot. Today the pilot, Capt. Bill Startup, said by phone from his Blenheim, N.Z. home that during the filming flight he saw an object that looked like a large ball of light. He said the object could not have been another aircraft.

"No aircraft would have the acceleration that thing did" he said. "It came within 20 km of the aircraft, then closer, to 16 km, as we climbed to 13,000 ft. I decided to go closer. We took a quick turn to the right and this thing kept its relative distance. It was appearing on the aircraft's radar screen. Then came the most spectacular part. It went above us, then below, then shot away. I have no idea what it was.

Capt. Startup has been an airline pilot for 14 years. Capt. Startup said that Wellington Airport again picked up unidentified blips on its radar last night. Eleven objects were on the airport's radar at one time, he said.

Channel 0's publicity manager, Mr. George Wilson, said that during the flight, the film crew saw 25 of the oval-shaped objects.

Mr. Wilson said: "Fogarty told me it was the most amazing sight he had seen in his life. He saw objects everywhere about him. They were in clusters and at one stage the film crew counted 25 of them. Fogarty describes them as being lights in the sky which tracked and followed the aircraft".

Mr. Wilson said the film showed an oval-shaped object with three distinct bands.

"It is the classic shape of UFO's that have been sighted in the past", he said.

Mr. Wilson said Channel 0 had sold the film to the CBS network in the U.S. as well as the BBC. "The BBC agree with us that we have got the first film ever of a UFO", Mr. Wilson said.

WARPLANE CHASES UFO's FOR FIVE HOURS ... SYDNEY 'MIRROR' 3 Jan. '79

An air force tracker aircraft chased mystery UFO radar blips over New Zealand for five hours until early today. But the strange contacts seen on New Zealand ground radar disappeared every time the RNZAF plane gave chase.

The UFO's off the NZ coast are the most dramatic reports in a world wide flurry of strange sightings.

In Australia, the RAAF has had 20 UFO reports this week - about the number it expects in a full year.

Last night, the RNZAF ordered up an Orion tracker aircraft for five frustrating hours trying to make contact with UFO's spotted by ground radar operators. Radar at Wellington and Christchurch picked up the mysterious objects but they disappeared when the Orion arrived at their position.

About 2.45 am today ground radar control picked up a firm sighting over the Clarence River coastal area where "nests" of UFO's have twice been seen in the last 12 days. But the Orion was still more than 100 km away when the UFO turned away and vanished from radar screens.

"We don't know what it was or where it went - it's very frustrating", a senior RNZAF officer said. Units of a strike squadron of Skyhawk fighter bombers are on stand-by alert for confirmed sightings.

Squadron Leader Geoff Clark of the RNZAF said today: "The radar responses were nowhere near as positive as the earlier reports. And our Orion reported it could find nothing unusual on its own radar".

In their briefing, the crew was warned to "take no provocative action" in the event of a close encounter.

The Orion crew chased the sightings up and down the South Island.

The aircraft was repeatedly vectored onto airborne objects picked up by ground radar.

COMPUTER BLOW-UPS SHOW 'CONVINCING' EVIDENCE.....

U.F.O. FILM REVEALS FLYING TRIANGLE, DISC 'THE AUSTRALIAN' 19th Feb. '79

Scientists using computerised enhancement techniques have found a flying triangle and a domed disc in the Channel O-10 Network's internationally televised UFO film. When the footage - shot in New Zealand - was first shown last month the objects it depicted were variously dismissed as mating muttonbirds, atmospheric disturbances, fishing boat lures, Jupiter and its moons, and even light reflected from a cabbage patch. But during the past three weeks a prominent American scientist has taken a more analytical look.

Dr. Bruce Macabee, 37, who is listed in the prestige National Science Register, is an optical physicist with the U.S. Navy and a specialist in laser technology. In Melbourne yesterday he showed me his first computerised blow-ups of the phenomena filmed by Quentin Fogarty's TV crew. These digital enhancements, and others now being prepared, will be issued for publication at a press conference in Washington next month.

One computer picture shows a perfectly formed, glowing triangle in the black, early morning sky. Dr. Macabee estimates that the triangle is about the size of a large house. Another digitally analysed photograph shows an oval shape with a slight, dome-like protuberance. A third depicts a circular object travelling at immense speed. On a single film frame it describes a near-perfect figure of eight.

Dr. Macabee said he had so far analysed only about a dozen of the images on the network's film. There are thousands more to go, and he and his colleagues hope to study every one. As a consultant to the National Investigative Committee on Aerial Phenomena with the U.S. Dr. Macabee has, naval connection notwithstanding, spent 14 years campaigning against governmental secrecy on UFO's.

He first studied the 120 metres of film at Channel 5 in Washington.

"It was soon apparent that the section of the film Channel O had selected for screening was not the most convincing part", he said. "That big orange thing bouncing around was a defocused image. It was the smaller, cleaner-edged images that promised to show more about the objects' shape".

Dr. Macabee was among the litigants who, using the Freedom of Information Act, last month forced the U.S. Government to release almost 1000 pages of Pentagon and CIA reports confirming that American nuclear arsenals had been buzzed by "flying saucers". He believes the New Zealand Government and Air Force followed American policy in belittling the December sightings. Last week he visited New Zealand to question the film crew and pilots who were aboard the Argosy freight plane which was reportedly tailed by up to 25 unidentified objects.

"Happily, a controller was able to give the entire radar tape", Dr. Macabee said, "otherwise I would have had to make do with an edited version, specially prepared for the press by the Ministry of Transport. This tape leaves out time signals and important details".

The computer study, he says, unarguably shows that the images could not have come from stars or planets or from the ground or sea surface.

ASTRONAUT 'SAW FLYING SAUCER FLEET' ... SYDNEY 'SUN' 29 Nov. '78

Former US astronaut Gordon Cooper believes flying saucers are visiting the earth from other planets. In 1951, he claimed he saw many of them flying in formation over Europe, a UN committee was told. Mr. Wellington Friday, Minister of Education of the tiny Caribbean nation of Grenada, read a letter from Mr. Cooper when the General Assembly's special political committee discussed the question of unidentified flying objects.

Mr. Friday quoted from a letter which he said Mr. Cooper sent to his delegation saying: "I believe that these extra-terrestrial vehicles and their crews are visiting this planet from other planets, which are obviously a little more advanced than we are on earth". Mr. Cooper, who flew lengthy earth-orbiting space missions in 1963 and 1965, said he was not an experienced professional researcher into unidentified flying objects. But he felt "somewhat qualified to discuss them" since he had been into the fringes of the vast areas in which they travelled.

"Also, I did have occasion in 1951 to have two days of observation of many flights of them, of different sizes, flying in fighter formation, generally from east to west Europe", his letter stated. "If the UN agrees to pursue this project, and to lend their credibility to it, perhaps many more well-qualified people will agree to step forth and provide help and information".

The committee deferred action until a later meeting on a draft resolution, submitted by Grenada, recommending that the UN "initiate, conduct and co-ordinate research on the nature and origin of unidentified flying objects and related phenomena".

U.S. NAVY TRACKS UFO'S OVER BERMUDA TRIANGLE ... DARWIN 'NEWS' 5th Jan. '79

The sudden spate of UFO sightings in Australia prompted John Latta of our American Bureau to send this startling report of an "official" U.S. Navy tracking of a mysterious object which occurred on the fringe of the equally mysterious Bermuda Triangle. The documents Latta writes about were obtained by our sister newspaper in America, The Star.

A UFO sighting and tracking at one of America's key weapons research bases, on the fringe of the mysterious Bermuda Triangle, may be the most scientifically significant observation ever made. An official military document now confirms that some of the most sophisticated radar in the country

actually locked on to the UFO, and its activity was recorded on a computer - the first time this has happened in the history of UFO research. The incident was first reported shortly after it occurred several weeks ago, over the Pinecastle Electronic Warfare Range, near Astor, Fla. Documents, forwarded to the International UFO Bureau detail the startling event. The Bureau is a private research organisation based in Indiana, with full-time U.S. investigators and top research men providing information from a number of countries around the world. Spokesman for the nearby Jacksonville Naval Air Station, Nick Young said -

"This object was held visually by some 10 military people at the range, and we did lock onto it with the radar, and that hasn't been done before to our knowledge. I'm talking about an object that was circular in shape, with red, green and white lights. It manoeuvred in such a manner, and at speeds, that it could not have been a helicopter" he said.

After the two-hour ordeal of fighting to lock onto the UFO, radar operator Timothy Collins said : "I've never seen anything like it and I don't want to see anything like it again".

The UFO was first sighted by civilians, whose calls to the remote weapons base were recorded in the duty officer's report of the incident to the Commander in Chief, U.S. Atlantic Fleet.

"A female caller wanted to know whether the Navy was dropping parachute flares and when told the range was closed, she said she was looking at strange red, green and white lights" said the report. These early sightings indicate that the object had come over land from the east, from the air space over the deadly Bermuda Triangle, an offshore graveyard for planes and ships that have disappeared without trace.

Visual Contact

"The duty officer followed normal procedure", said Young, "because his first thought was that a civilian aircraft might have crashed in the area. He located it visually and called his radar operator. The craft was then followed visually, and on radar, for about two hours, as it made passes over the area of the weapons base", he said. The report of the first visual contact, and two-hour battle to keep in touch with the UFO, was described as "vital" by the director of the International UFO Investigative Bureau, Mr. Charles Tucker, who said : "If the Air Force will release more of these documents it would enable researchers to put together a pattern and to make greater advances in their general research".

According to the report, duty officer Robert Clark called in his radar operator after receiving official word that no commercial aircraft were in the vicinity.

"After a 20-minute warm-up, radar operator Collins locked on to a known target in the area - the civil defence tower - in an automatic track mode. His scan then indicated one stationary target (the tower) and one unidentified blip, fluttering over the target". But Collins could not "lock" the radar on the unidentified object and had difficulty pinpointing the exact bearing of it from his radar scanner. He had observed the target for perhaps an hour when it began moving across the radar scope, from northwest to south, at about 400-500 knots. Collins tried to "train" the radar on the object, but it accelerated rapidly, evading his efforts to lock on and track it.

"When he caught up with the object it reversed direction and started back towards Pinecastle. Collins finally locked on the object after it had practically stopped moving. The computer indicated then two knots ground velocity.

Career People

"We could never determine finally which direction the object left the area in" said Young, who later went with two trained naval researchers to check records of the incident and talk to Clark and Collins. The two navy researchers who confirmed the "UFO" status of the incident were described by Young as "long-term navy people whose commander considers them to be excellent career people and who are mature, dedicated professionals".

Collins described his "fight" to track the UFO : "First it was heading south, then it was north", he said from the weapon's range H.Q. And he revealed how he had struggled to estimate the speed of the craft as his radar, capable of easily locking on to a jet fighter at 500 knots, could not hold the UFO.

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THE BASS STRAIT MYSTERYcontinued

VUFORS is in receipt of at least fifty good sighting reports made before, during and after the disappearance of Pilot Frederick Valentich over Bass Strait on 21st October, 1978. Since investigation of these sightings requires many miles of travel over several hundred square miles of area and since VUFORS investigators must bear the full cost of these investigations out of their own pockets, several months may pass before a full report is possible.

One of the outstanding reports to come out of this series of events includes photographs of an object taken from near the light-house at Cape Otway.

Because of the time and date of these photographs - 21st Oct. 1978 these films will soon undergo advanced testing by experts in the United States.

On 13th January 1979, "Truth" in Melbourne reported full details of this incident because the article reports information on other incidents concerning activity from Bass Strait. We reprint the article in full.....

WEIRD, PULSATING LIGHTS & IMMENSE SKYCRAFT ARE REPORTED OVER THIS MYSTERY SHROUDED STRETCH OF OCEAN MORE THAN ANYWHERE ELSE IN AUST..

MELBOURNE "TRUTH" 13th Jan. '79

There is powerful evidence that UFO's are using Bass Strait as an undersea base, from which they "hijack" passing planes. In four known cases, planes have vanished over the strait amid intense UFO activity. Weird, pulsating lights and immense skycraft are reported over this mystery-shrouded stretch of ocean in greater numbers than anywhere else in Australia. And belief in the horrifying "undersea UFO-drome" theory was strengthened this week by the astounding picture of an object hurtling in a blur of speed out of the ocean near Cape Otway lighthouse.

The object, with its eerie trail of bright blue lights, was unknowingly photographed on 35 mm film by Park Orchards plumber, Roy Manifold. It was one of six color shots of the sunset he took at about 6.45 pm on 21st Oct. - just 21 minutes before pilot Frederick Valentich first told Melbourne Flight Service he was being dogged by a UFO. Mr. Manifold only noticed the object when he got the prints back. The picture sent shock-waves around Australia this week, as researchers realised they could be looking at the UFO that took Valentich.

But what most people do not realise is that Valentich was not the first suspected victim of an alien craft in Bass Strait. In July, 1920, a schooner disappeared in the strait, setting off an intense air-sea search. Crews and captains on two ships reported seeing "large flares", which they were sure must be coming from the schooner. Their belief was obviously shared by Capt. J. Stut and Sergeant A.G. Dalzell who flew toward the flare area. Neither the schooner nor the plane was seen again. As in the Valentich case, no wreckage was ever discovered.

On 19th Oct. 1934, an even stranger mishap happened ..

Routine

At 10.30 am on 19th Oct. the new Tasmanian mail plane, Miss Hobart, was over the strait with 12 passengers aboard, eight miles from Wilson's Promontory. Her pilot, Gilbert Jenkins, radioed a routine message to Melbourne, ending with the words: "Everything OK". And that was it. Nothing was ever heard of the plane or its passengers again. No trace of wreckage was ever found.

In that era, the term "UFO" was yet to be invented. But newspapers of the time (without knowing it) very accurately described the classic UFO activity that surrounded this Valentich-like disappearance. On 20th Oct. "The Age" published what it called "a remarkable story" told by two surveyors working between Wilson's Promontory lighthouse and the National Park Chalet.

Said "The Age", "They said they positively heard the drone of a plane behind Mt. Oberon at 10.30 am and it suddenly ceased. They were positive it was an aeroplane engine, because everything was so still, and the sky was clear and sunny. There was no drone of a plane dying away....the sound suddenly stopped".

One of the commonest tricks of the UFO is to stop the engines of cars and planes. In this case, many investigators believe, it seems to have gone a step further and taken the Miss Hobart aboard.

During the weekend sea search, the saucer activity continued. On 22 Oct. 1934 "The Age" reported that Mr. J. Millington who was at the helm of a vessel near Cape Liptrap, had seen a "white flare" in the sky.

Strange

According to the paper, it was a very strange kind of flare indeed, because it was large, and hung motionless in the air. The master, Capt. John, ordered the ship to steer full-speed toward the "flare". Says 'The Age' : "Ten minutes later, another light was observed...which had a distinct pinkish color".

Next day, 'The Age' reported that the plane had not even been carrying flares. What parallels can be drawn between the disappearance of the Miss Hobart and the fate of Valentich and his Cessna? During the final seconds of his broadcast, Valentich radioed Melbourne that his engine was rough-idling and coughing.

Eerie

The Miss Hobart's engine (as ground observers reported) suddenly stopped. In both cases there were displays of eerie lights over Bass Strait. In neither instance were bodies found.

Another Valentich-echoing mystery involved the Tasmanian airliner, Loina. At 9.51 am on 2nd Oct. 1935, she was flying over Bass Strait toward Flinders Island. The last message from her pilot, A.M. Evans, was "Approaching Emta. Height, 1000 feet. On course. 136 degrees closing down". On 3rd Oct. 'The Sun' reported that the plane had "crashed unseen" into the sea. Next day, some wreckage, including a telescoped petrol tank, were found - but no bodies were recovered. Said 'The Sun' : "The smashed condition of the plane shows she dived at a terrific rate, shattering almost to splinters on impact".

Lurking

This week, for the first time, Australia may have the beginnings of hard evidence on what is really going on in Bass Strait. And of whether something is lurking beneath the water casually rising, occasionally, to collect specimens.

Roy Manifold's series of pictures show not only a UFO, but a disturbance in the sea, from which, the speed-blur suggests, it seems to have emerged.

These pictures will soon go to multi-million dollar US laboratories for ultimate magnification computer analysis.

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OTHER 21ST OCTOBER REPORTS.....

Mr. A.A. was awakened by a low suppressed high pitched noise and saw an extensive light penetration entering the house. Mr. A. walked into the bathroom and looked out of the window and saw a large oval shaped object glowing with light. A box like structure appeared below the object from which an internal light was pulsating from bright to dull. He awakened his wife and they both watched the object for about 8 minutes. The UFO was estimated at about the size of the moon at a 30° angle. After about 8 mins. the object suddenly accelerated skyward and disappeared; it was last seen at a 90° angle.

21st Oct...7.10 pm ... 14 year old Christopher Clark of Canterbury was lying on his front lawn and looking up at the stars when he noticed a yellow object moving slowly through the sky (Still to be investigated).

21st Oct... Mr. James B. Mortimer reported a red object moving over the bay from south-west direction. He pointed the object out to his cab driver. They both agreed it could not have been an aeroplane.

RINGWOOD SIGHTING - by J. Thompson

At 8 pm on the evening of the 21st Oct. '78 and a perfectly clear & calm night, David and Martin of Ringwood, Victoria, were out playing with their walky-talkies down at the end of the street. They were no more than 50 yards apart when Kim who was standing on the rise of a hill of the road, noticed a star-shaped object in the NW at a very low altitude of 2500-3000 ft and at an azimuth of 70°. The object moved slightly faster than an aircraft on an approach run, heading in a NE direction where it then disappeared behind a grove of tall pine trees.

During the observation both witnesses recall that there was a low pulsating hum associated with the craft, but once out of view was not audible any longer. Each of their communicators became inundated with static that even within 3 min walking distance they were inoperable. The object appeared from their description, to have "bright white lights", placed intermitently at each tip of the "star-fish shaped craft" and at various points along the arcs to the tips. The hull itself having irregularly placed rectangles emitting all the visible colours of the spectrum with a soft glow effect. They do both distinctly remember one "big bright light", which appeared in the middle of the underside of the object.

This sighting closely resembles that made by a Brighton doctor and other witnesses in the areas at the same time.

Letter received from Mrs. G. McNiece dated 2nd Nov. '78

This is just a brief note to advise you that I saw some strange lights in the sky on the Saturday (21st Oct) that pilot Valentich disappeared.

My husband and I were standing in Wicklow St., Ormond. (our home is nearby). A friend had been visiting and we were watching her car waiting to enter Jasper Road. It was about 7.15 pm and I was distracted by our children and the traffic on Jasper Road, so I am afraid that I noticed the lights only briefly. We sometimes see search lights in the sky from Caulfield direction so I did not think any more about the sighting until my husband reminded me on Monday 23rd Oct. when he was reading about the mystery disappearance of pilot Valentich.

My husband did not see the lights on Sat. 21st. (Neither did my friend in her car). He was watching our friend's car when I called out 'What are those lights?' Are they fireworks?' For ½ min. or even less (probably closer to 15 sec.) I saw lights which seemed to fall like silver rain. The shape was not quite vertical. I did not think of the term "cigar shaped" until I read the article in the Moorabbin Standard for 1st Nov. I tried to describe the shape to my husband by drawing my arms in the air. The lights seemed to fall or to be switched off very quickly from top to bottom in sequence. As far as I can remember now, the lights were silver, I cannot remember any colours. The lights were very bright and flashed on and off quickly.

The time was about 7.15 pm when it was dusk. The lights were north-east from where we were standing. This information may be of interest to you although I am afraid any sighting (if it was such) was very brief. The lights were like "Tinker Bell's fairy dust".

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U.F.O.'s... why 200,000 visits without a single hijack?

"Nation Review" Melbourne...14 July '78

BASS STRAIT UFO GETS TOP BILLING - Hobart "Mercury" 29 Nov. '78

New York... The disappearance of a Cessna plane over Bass Strait in October after its pilot reported sighting a UFO was mentioned in the United Nations yesterday. Sir Eric Gairy, Prime Minister of Grenada, has asked the UN to add unidentified flying objects to its list of concerns. Speaking before the General Assembly's special political committee, he said the UFO incident in Australia seemed a compelling reason for the UN to take a serious look at the UFO phenomenon. He was referring to the 21st Oct. disappearance of a single-engine Cessna plane after its pilot, 20 year old Frederick Valentich, told Melbourne air controllers a large UFO was playing games with him.

'UFO' PILOT 'LEVEL HEADED'.... Melbourne "Herald" 24th Oct. '78

The pilot missing after reporting a UFO was hand-picked as an air training instructor "because he was no fool", the man who chose him said today. Sqn.-Ldr. Ronald Grandy said missing pilot Frederick Valentich was "level-headed" and could hold his tongue". Sqd.-Ldr. Grandy said Valentich was "common-sense on legs" and this was why he had chosen him to instruct at the Air Training Corps headquarters in Melbourne.

'CONFIRMED' UFO'S BRING HOPE FOR LOST PILOT - "AUSTRALIAN" 27 Dec. '78

Sightings of five unidentified flying objects in New Zealand confirmed by Wellington air traffic control have given hope to Mr. & Mrs. Guido Valentich, of Melbourne that their missing son may still be alive.

Aviation experts said they believed Valentich had crashed into the sea. But his father claims the N.Z. sightings on Friday have confirmed his theory that UFO activity over Australasia has increased. "The latest sightings, together with their radar confirmation, just go to show that something is going on" Mr. Valentich Snr. said yesterday. "Who is really to know what happened to my son? The New Zealand reports are similar to what my son told air traffic control before losing radio

contact. I have learned from UFO experts in the U.S. that a pilot recently disappeared in similar circumstances. I now believe the Federal Government must know more than it is telling the Australian public. So far, all it has done is to cover the entire UFO phenomenon with an aura of fantasy. But how can you argue with positive radar sightings? And why is it that no one from the air force has come to see me to discuss the matter? No one wants to explain".

BASS STRAIT CLOSE ENCOUNTER

..... 'WE'LL SEE HIM AGAIN'

Brisbane "Telegraph" 4th Nov. '78

"I still have a gut feeling we are going to see Frederick Valentich again", a top American researcher of unidentified flying objects reports, said today.

Allan Hendry, chief investigator with the Centre for UFO Studies, headed by former astronomy professor, Dr. J. Allen Hynek, said he believed Valentich could have been captured by a spaceship over Bass Strait.

"My hunch is that he'll reappear, unhurt", said Alan Hendry, basing his feelings on similarities to the case of an Arizona woodcutter, Travis Walton, who claimed to have been captured by a UFO for five days in November, 1975. "Statements by Frederick Valentich's father that he believes his son could have been captured by a UFO strongly parallel statements by Travis Walton's mother" he said. "She always seemed confident her son was alive and would be returned unharmed".

Hendry, chief investigator with the UFO centre since 1975, said the Melbourne mystery had been the main preoccupation for himself and Dr. Hynek for a week. Mr. Hendry said today: "The Melbourne case immediately brought to mind precedents for claims of interference with aircraft by unidentified objects. Where I see the greatest similarity to the Melbourne mystery is the Travis Walton case, where seven woodcutters claimed to have seen a spaceship on the ground".

Walton, 22, got out of a truck in which they were all driving and approached the object. His six companions said they saw him "zapped" by a beam-like lightning. They panicked and ran away, and Walton had disappeared when they returned. Six days later, he called his brother-in-law from a telephone box about 18 km from where he had disappeared. He said he had been taken aboard a spaceship manned by creatures about 1.5 m (4 ft. 10 in) tall "with large eyes, small noses, mouths and ears and without hair".

Five of the six timbercutters passed a lie-detector test. The sixth lumberjack's test was ruled inconclusive because he still seemed too highly agitated.

Walton failed one lie detector test but another established that he appeared to believe his story. Allan Hendry said today: "The first test was controversial. Transcripts show the questions were rude and leading.

"Walton's mother, like Frederick Valentich's father, said her son had been interested in UFO's."

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PRIEST SAYS : PILOT COULD HAVE BEEN TAKEN "Sun" Sydney 27 Oct. '78

An Australian clergyman's story of "close encounter" with eight spaceships is one of the world's most spectacular and detailed UFO reports. In June, 1959, the Reverend William Gill, from Melbourne, was working at an Anglican mission station at Boianai, 320 km east of Port Moresby, New Guinea. He said he saw eight UFO's and then he and 12 natives saw four "human-like" figures on the outside of one craft, apparently working on it. He waved and the figures waved back. Mr. Gill kept a detailed log of his sightings and 27 people signed statements saying they had witnessed the events.

Mr. Gill said today that in the light of his experience he was inclined to believe that missing Melbourne pilot Frederick Valentich did meet with a spaceship. "I don't believe it would have been from Mars but my own sighting in New Guinea was a metallic object which I could not explain" he said. "I don't know what has happened to him but he could have met something similar" said Mr. Gill. He said he would rather wait a couple of weeks to see if any further information came to light. "I am tempted to say 8'yes, he did meet a spaceship'. But on the other hand the pilot could have been a believer in UFO's and willed himself into putting a false interpretation on to something he could not explain. Even after what I recorded I am not going to be dogmatic. I only recorded what I saw and after examination I decided there was no reasonable explanation".

THE FREEDOM OF INFORMATION FIGHT

The disappearance of Pilot Frederick Valentich came as a surprise to the Australian public, most of whom do not realise that there have been many incidents where pilots and aircraft have disappeared during the presence of UFO's. Neither are most people aware of the battle being fought by U.S. ufologists against the official secrecy to make UFO information available to the people who pay the government bills. Many of the ufologists have risked or lost their jobs as a result of making known cases available.

The latest known victim is Robert Todd who revealed the case where a Cuban jet was destroyed by a UFO after the interceptor fired on the UFO. The incident occurred in the skies over Cuba in March, 1967. Todd had knowledge of the encounter and requested the document through the Freedom of Information Act. Pressure was applied by two F.B.I. agents when they visited him at his home in Ardmore, Pennsylvania on 28 July, 1978.

Leading the fight against official secrecy is Ground Saucer Watch of Arizona (GSW). GSW, although one of the smallest and least commercial of the major groups, has financed this tremendous effort out of its own treasury.

W. Todd Zechel, Director of GSW and the Citizens Against UFO Secrecy (CAUS) is to be congratulated on the surprising success of his organisations to secure much suppressed information against great odds.

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VUFORS IN U.F.O. DOCUMENTARY

The VUFORS President and Vice-President were interviewed for a Japanese television programme last month. NIPPON Television Network Corporation sent a seven man crew to Australia and New Zealand to make a 90 minute documentary on the Bass Strait and Cook Strait flaps.

The Network was primarily interested in the disappearance of Pilot Frederick Valentich and UFO sightings which occurred on that same day and night.

After leaving Melbourne the T.V. crew flew to King Island and interviewed witnesses of UFO incidents reported in the TUFOIC Bulletin.

The film made in English has Japanese dubbing.

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LETTER TO THE SOCIETY FROM AN 'EYE-WITNESS' IN BRIGHTON, VIC.
(Name and address in file)

Summary of my report of a UFO sighting at Brighton, Vic.
at 2.43 pm Summer Time on the 12th Nov. '78.

I am a Master Mariner with 33 years of practical sea-going experience, not remotely superstitious and skeptical of so called flying saucers. On the day concerned, I was relaxing in our back yard, the weather was fine and very clear with light passing low clouds. The wind was from the South at 15/20 knots.

I first noticed an apparently large object passing just south of and in the glare of the sun. Thoughts of a large bird, kite & balloon came to mind but these were rejected after noting the force & direction of the wind. At this stage I was only casually interested but had the impression that it was egg or oval shaped, dark coloured with brown bands underneath. I then started to take more notice; by this time it was getting lower in elevation when I saw a dome on top. Realizing then that it was something unusual I studied it very intently to take in as much detail as possible before it disappeared behind the roof of the house. The dome was dark grey & very solid looking, the base like an inverted saucer apparently hollow underneath, shiny on top & gave the impression of being waved as is often seen when light metal is welded. I was surprised by the sharp angles in its construction, at the top corners of the dome, the join of the dome to the base and at the outer edges of the base. The dome covered about $\frac{1}{3}$ rd of the diameter of the base and was $1\frac{1}{2}$ to twice its depth. It was probably in sight for a bit less than one minute. When first sighted bearing 345° T 70° elevation and when going behind the house 290° True 20° elevation. Course about 280° T, speed 60/90 knots. Height probably less than 2000ft. Diameter a little larger than a full moon. Using these figures gives an actual diameter of about 22 ft.

There was no noise, no lights and no vapour trail. After figuring that it would probably have passed within 3 to 4 miles of the Moorabbin Airport control tower, I rang the airport director to try and obtain information. He referred me to D.C.A. Tullamarine who referred me to the R.A.A.F. I was persuaded by the R.A.A.F. to permit them to notify the media & to furnish them with a full report. I agreed to this on condition that they advised me of the outcome of their subsequent investigation.

After two months I wrote to the R.A.A.F. requesting a reply to my letter and report and shortly after received a letter suggesting that the object I sighted was a light aircraft with the shape distorted by the glare of the sun.

I replied that I could not under any circumstances accept this suggestion as in the latter stage of the sighting the object was completely unaffected by glare; its shape was very clearly and sharply defined and was not any type of aircraft that I know.

To me, its apparent construction, light base and sharp angles does not suggest an interplanetary visitor, but its slow, very steady and absolutely silent motion across the wind was something completely unknown to me and something I cannot logically explain.

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C.I.A. IS WATCHING UFO's....Documents show flying saucer cover-up'
Adelaide "Advertiser" 15 Jan. '79

WASHINGTON - Documents obtained in a lawsuit against the CIA show that the agency has been secretly involved in watching UFO's since 1949. Ground Saucer Watch, a national research organisation of about 500 scientists, engineers and others who seek scientifically to prove or disprove the existence of UFO's, said yesterday the CIA repeatedly said it had investigated and closed its books on UFO's in 1952.

But the Arizona-based group said 1000 pages of documents obtained under a Freedom of Information suit show "the Government has been lying to us all these years".

Mr. W. Spaulding, head of the group and an aerospace engineer, said the documents showed US embassies were used to help gather information on UFO sightings and the information "seems to be directed to the CIA, the White House and the National Security Agency". He said a 1952 CIA memo recommended continuing surveillance of "flying saucers" and urged that no indication of CIA interest or concern should reach the Press or public.

But Mr. Spaulding said, the documents showed links and patterns in the sightings and from that evidence he believed UFO's "are here on surveillance missions".

He had sworn statements from retired US Air Force colonels that at least two UFO's had crash-landed and been recovered by the Air Force. The crashes were in Mexico in 1948 and near Kingman, Arizona, in 1953. The retired colonels claimed to have glimpsed dead aliens who in both cases were "about four feet tall with silverish complexions and wearing silver outfits that seemed fused to the body from the heat".

Among the documents are several detailed reports of USAF attempts either to intercept or destroy UFO's.

In a 1976 incident in Iran, one report says, two F.4 Phantom jet fighter-bombers pursued a large UFO that seemed to send out smaller craft.

One of the smaller craft "headed straight toward the F.4 at a very fast rate of speed", the report says. "The pilot attempted to fire an AIM-9 missile at the object but at that instant his weapons control panel went off and he lost all communications".

The report says the pilot eluded the craft, then watched as it "returned to the primary object for a perfect rejoin".

Mr. Spaulding said his group was waiting for a Federal judge to rule on the last phase of its CIA suit, which seeks access to 57 items that would provide "hard evidence" of UFO's or "retrievals of the third kind".

He said the "evidence" included motion pictures, gun-camera film and residue from landings.

(Mr. Spaulding is one of the senior executives of GSW)

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MORE OVERSEAS REPORTS

UFO'S SCARE VILLAGERS... "Courier Mail" Brisbane. 21 Feb. '79
Port Moresby... Villagers in the Gusap area south of Madang are being frightened by unidentified flying objects. A former transport minister, Mr. Bruce Jephcott, told Papua New Guinea's National Parliament yesterday that Air Niugini pilots, flying in the Gusap area had often seen the UFO's and had been able to track their speed by radar.

UFO CRASHES... "Herald" Melbourne 22 Aug. '78
Antananarivo (Madagascar) ... An unidentified flying object has crashed and exploded in the market place of Port Dauphin, the Interior Ministry said today.
Radio Madagascar said the cigar-shaped UFO lit up the whole town before plunging to the ground. Local people rushed from their beds to put out the flames and there were no casualties. The radio did not say what happened to the wreckage or indicate where the UFO might have come from.

ANOTHER ENCOUNTER... "Mirror" Sydney 29th Nov. '78
Mexico City... Two objects described as luminous flying saucers were reported by residents and a police officer near Guadalajara. Authorities said one of the objects hovered about 10m over the

patrol car of policeman Francisco Diaz Cortes and emitted a red light that turned on the car's siren and made it spin around.

RIDDLE OF SAUCER AT SOURCE...

Kuwait... Police today added to the mystery surrounding a flying saucer that reportedly landed at an oil pumping station on Friday. A spokesman said that seven Kuwait oil company experts, including an American, saw a disc-like object with a red dome, larger than an airliner, at the oil company pumping station at Umm Al-Aiche, 50 km from Kuwait.

The seven went to the site after the company's main computer showed that the station had stopped working. The men planned to examine the object but hesitated and saw it rise into the air and fly away, he said. They had returned to the station to find equipment operating normally.

FIJIANS SIGHT 2 UFO's..... "Herald" Melbourne 9th Dec. '78
Suva... A Fiji livestock officer and his wife reported sighting two wingless cucumber-shaped objects flying low over their village for about seven minutes last night. Mr. Vilikesa Bautarua, 32, said they were glowing red and moving slowly. "I have never seen anything like it before. I still can't get over it. It was fascinating", he said.

Footnote: The cucumber is the most common object of its shape on Fiji. Cigars are rare.

AND THE IRISH TOO.... "Mirror" Sydney 3rd Jan. '79
The Australian TV film of UFO's over Christchurch has sparked off a UFO craze in Ireland. Dozens of spaceship sightings have been reported by normally conservative skywatchers over Belfast and other towns throughout Ulster. At Glengormley a man whose home was being buzzed called police to report a "very bright star-like craft".

And Belfast's UFO research Centre has logged more than 60 sightings in the past couple of days. A local UFO expert, said today : "Reports of sightings have been pouring in".

Guinness... "We've had reports from people we know to be amateur astronomers and other scientists - and they can't all be crazy!" A senior Belfast police officer said : "I think the increase in Guinness and whisky sales over Christmas and New Year have a lot to answer for".

UFO's OVER JERUSALEM "News" Darwin 5 Jan. '79
Unidentified flying objects have been seen over Jerusalem in the last two nights.

Two nights ago, people reported "strange flying saucers emitting blue lights" over the Intercontinental Hotel on Mount Scopus. Police were sceptical, but saw them too, and alerted the Air Force and weather bureau, neither of which have announced their findings.

UFO CDDS TUMBLE "Sun" Melbourne 12 Jan. '79
London... British bookmaker Don Butler, who offered odds of 50 to 1 against an alien landing on earth this year, has slashed his odds to 20 to 1 after a rush of bets from punters. "Everyone seems to have gone Martian crazy" he said. "Personally, I don't believe a word of all this UFO business, but I can't risk too big a hiding if it ever does happen".

R.A.A.F. STUDIES UFO "Sun" Sydney ..18th Jan. '79

This is the first picture of an Unidentified Flying Object now being investigated by the RAAF in Malaysia. (picture referred to in the newspaper article not shown here in Bulletin but alongside newspaper article).

The UFO was photographed as it hovered in the evening sky near the RAAF base at Butterworth, in north-western Malaysia.

The identity of the airman who took the picture has not been released.

He has told RAAF investigators, including an intelligence team that he noticed the object as he left a supermarket in Butterworth township shortly after 6 pm. "It was glowing a bright orange colour and had several porthole type windows along its circular outer edge" the airman said. He said the object hovered above Butterworth for nearly 20 minutes. The picture was one of twelve he thought he had taken. But when the film was developed only two showed the UFO.

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NOTE.... George D. Fawcett, VUFORS member of long standing is making a study of human reaction to UFO's.

Anyone with information to contribute should write to him at... 602 Battleground Road, Lincolnton, North Carolina. 28092. U.S.A.

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YOUNG MEMBERS.... 15 and under -

You still have time to complete a project on UFO's.

Results will be announced at the Second General Meeting
this year.

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DATE OF THE NEXT GENERAL MEETING :- 5th April '79 at the
Theatrette, National Museum, - enter from Latrobe Street,
Melbourne. The time - 7.45 p.m. Gates to theatrette are
almost opposite R.M.I.T.

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